

## RAILROAD NEWS.

## Santa Fe Adopts an Advertising Innovation.

Has Entered Into a Contract With an Eastern Firm.

## ON ITS 3,000 BOX CARS

Will Carry Display Cards and Big Banners,

Announcing the Virtues of Pills, Powders, Etc.

The Santa Fe system has adopted a new scheme to increase its revenue and at the same time educate the citizens along its route.

A company with all kinds of capital behind it has been formed for the purpose of displaying all kinds of advertisements on the freight cars of all the railroads in the country.

The Santa Fe has entered into a conditional contract with this company, whereby on its 3,000 box cars will be displayed banners and big cards announcing the virtues of certain brands of pills, powders, plasters, soaps, stoves, sausage, suet, ketchup, mustard, pickles, cradles, trousers, teapots, pickles, etc.

Hereafter people along the route of the Santa Fe will be entertained when a long freight train dashes by with a flashing vision of "Hoots-Sarsaparilla," "Chew-Gum and get a cyden," "All Druggists sell it—tortia, Babies cry for it," etc.

"Yes, it is true, we will try the experiment of carrying signs on our cars," said a representative of the Santa Fe system yesterday. "We decided to do it, after considering the question for several weeks. We regard it as a legitimate method of increasing the revenue of the road. Of course, we will not permit any improper advertisements. We will not be asked to do so for the men who form the advertising company are all of good standing, morally as well as financially. The advertisements are to be painted or printed on cloth or cardboard, and will not exceed a certain size. I don't know the maximum dimensions allowed. I cannot say how soon we will begin carrying signs on the cars, but it will probably be in a few weeks. If after a fair trial the scheme is unsatisfactory to us we will discontinue it."

## EMPLOYEES WILL FEDERATE.

## Wyoming Railway Men Will Resist the Wage Scale.

Laramie, Wyo., March 1.—March 22 the five great labor organizations on the local railroad system will meet in convention at North Platte, Neb., for the purpose of forming a federation. These organizations are the B. of L. E., the B. of L. E., the conductors, the brakemen and the telegraphers.

With these organizations banded together, the employees believe they will be almost invincible.

Laramie—All labor schedules with the local railroads are now void, and the organizations are now working up new schedules. The locomotive engineers will be the first to submit their rates to President Burt. For this purpose a meeting will be held in Omaha, March 1.

The representative from Laramie will be Parley Mathison, the chairman of the general grievance committee of the locomotive engineers.

Wm. Maguire will represent Cheyenne. Many changes are anticipated by the brotherhood, but they do not expect any trouble.

## AMONG RAILROAD MEN.

Monday morning a notice was posted in the La Junta shops making the time ten hours a day until further notice.

Nine extra men were being discharged at La Junta on account of business getting so quiet that they were not needed longer.

Mrs. Emma L. Norvell, wife of Conductor R. H. Norvell, died at Denver, and was buried in Dodge City.

George Brooks and Donna O'Brien, who recently resigned their positions as engineers on the Memphis road and went to Chicago to work on the Lake Shore, have returned to Memphis and resumed work with the Memphis.

The Frenchman who blew up the Santa Fe Pacific track with dynamite at Crowley, Colorado county, last Friday because he was put off the train was captured at Congress by Deputy Sheriff Boscha and taken to Flagstaff by Sheriff Rutherford, where he was turned over to the proper authorities. Two sticks

of dynamite were found in his possession.

H. Gibbs, an employee in the U. P. roundhouse, at Salina, received a painful injury in the head. The force was unloading a car wheel which dropped off after Laramie. Gibbs was struck by the wheel on the right temple inflicting a severe gash and knocking out several teeth.

The regular annual meeting of the stockholders of the M., K. & T. Railway company for the election of directors, will be held at Parsons, on Thursday, the 7th day of April.

Brakeman L. F. Bailey, doing extra for Conductor Coleman at Abilene, was attempting to couple two cars when he caught his left hand between the bumpers crushing it very seriously.

Thirty-one cars of grain and flour alone were loaded and billed for shipment over the Santa Fe Saturday from Wellington. Of this number, the Hunter-Milling company loaded twenty-three.

George Glash has resigned as dispatcher of the Missouri, Kansas and Texas at Morgan.

The night telegraph office at Coney, on the Missouri, Kansas and Texas, in the Indian Territory, has been closed.

John A. H. Kyle, of Morgan, Tex., has been appointed local surgeon for the Gulf, Colorado and Santa Fe at Morgan.

It is estimated that over 1,500 men are now engaged in improving the roadbed of the Santa Fe Pacific between El Paso and Albuquerque. New rails and ties are being laid, and hundreds of tons of gravel are being placed along the track.

Hessie Watkins has been appointed stenographer in the office of General Passenger Agent C. K. Dunlap of the Mexican International at C. P. Corcoran, vice Horace D. Goddard, promoted.

## CHICKENS GOT LOOSE.

## Incident on the Santa Fe Plug Which Caused Harry Griffin Annoyance.

He was a tall, stoop-shouldered man and was followed by a crowd of men who were not as tall, but just as stoop-shouldered.

Each carried two large gunny sacks. They pushed their way through the crowd at the union depot at Kansas City and made for the Santa Fe plug. The plug was a small, round, wooden structure, and was used for the purpose of holding the sacks of the men who were waiting for the train.

Conductor Harry Griffin got his ticket punch in working order and started for the plug. He was followed by a crowd of men who were not as tall, but just as stoop-shouldered.

Fortune favored them as the engine had only about enough steam up to start the engine. The engine started, and the men who were waiting for the train were pushed out of the plug.

The men did as they were bid, and the train started. The men who were waiting for the train were pushed out of the plug. The men who were waiting for the train were pushed out of the plug.

Then such a racket as came from the crowd. It sounded like a buzz saw, a callopie, a dozen bassoons and a few other wind instruments had broken loose.

Conductor Griffin was in the middle of the crowd, and he was being pushed and pulled in all directions. He was being pushed and pulled in all directions. He was being pushed and pulled in all directions.

## ROCK ISLAND SUE FOR \$25,000

Passenger Slipped on Fruit Peelings in a Car Aisle Badly Injuring Himself.

Smith Center, March 1.—There will come up in the March term of the district court of Smith county a \$25,000 case against the Rock Island railroad.

John F. Delaney, a traveling man, was a passenger on the train last Friday when he slipped on a fruit peeling and was badly injured.

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## LIKE THE WANDERING JEW.

The Poor and Unfortunate Are Pushed on From Town to Town.

A tall gaunt man with a hacking cough stepped off the Santa Fe train at the west at 2 o'clock Monday afternoon. He was followed by his wife and daughter. He stepped up to Officer Close and giving his name as "Aber," he told a story of misfortune and ill health.

"My home was in Atchison," he said. "I have consumption and was advised to go to Colorado. I sold all my belongings and with my wife and daughter sought health in the mountains. In Colorado I grew weak and the man who was with me died. I was with a fit of coughing which shook his whole body. It was with difficulty he regained his breath."

"My mother has been a great sufferer from asthma for the past ten years, and her recovery is almost without a parallel. On account of her advanced age—over seventy—we had but little hopes of ever seeing her well again; but we are sincerely grateful to you that she has been entirely cured by the use of Ayer's Cherry Pectoral."

JOSEPH KLOON, Charlotte, N.C.

## NEW COAL PICK.

Adopted by the Santa Fe, Part Iron and Part Steel.

The Santa Fe has adopted a new standard coal pick.

The part of the pick where the handle is driven in is of two pieces of iron, while the rest is made of steel. This makes a good, serviceable pick and is not as expensive as one of solid steel and will last much longer than one of iron.

The new picks will be distributed along the line as they are needed and will hereafter be the standard.

## FROM NEWTON.

Engineer Mike Norton has been sent to Florence to relieve Walthour, who

is running the 508 on the M. & M. branch for a little while.

The little square worksheds built around the points in the back shop are a great convenience in addition to improving the looks of the shop.

Boiler-maker Nilman is happy over his emery wheel which is now a part of his department. When the ends of flues can be given a smooth surface they fit better in the flue sheets.

The third boiler in the back shop is now in full running order and work is being greatly facilitated thereby. It is positive necessary to have two boilers all the time.

The new flue rattler has been shipped from the east. It will be made of boiler plate and will never wear out. It will be about 15 feet long and 50 inches in diameter.

A number of switches are being laid in the west end yards.

Engineer Ira Small has returned from a trip through Pennsylvania.

Extra Conductor John W. Conductor Frank Hannum's car while he is laying off.

## STOLE A SANTA FE ENGINE.

Bold Scheme of a La Junta Machinist Frustrated by Low Steam.

The La Junta Tribune tells of an effort of a drunken machinist at that place to steal a Santa Fe engine. It says:

Last Wednesday Tom Foley, a machinist at La Junta, was in the back shop of the Santa Fe company at that place, endeavoring to establish a name and undying fame for himself by stealing a Santa Fe engine. Foley had been in the back shop for some time, and he had been working on the engine for some time. He had been working on the engine for some time, and he had been working on the engine for some time.

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## ENGINEER TALLY'S FAST RUN.

Late 30 Minutes at Emporia Runs Into Topeka Only Five Minutes Late.

Emporia, Kan., March 1.—The Emporia and Topeka road has been running on time for some time. The Emporia and Topeka road has been running on time for some time.

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hour and 20 minutes. From Lang to Reading, a distance of nine miles the run is made in seven minutes by Carson's watch. From Carbondale to Topeka, a distance of 11 miles, was made in six minutes.

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## STATE POLITICS.

## Jim Orr as an Entertainer Has a Reputation

Which He is Expected to Fully Sustain.

## HAS PROMISED A TIME

For the Democrats Who Attend the State Convention.

How Mr. Orr Acted as Second in a Boxing Match.

J. W. Orr of Atchison who is one of the most pleasant and agreeable men in Kansas declares that the Kansas Democrats who attend the state convention in that city in June will be shown the best time that the citizens can possibly arrange.

Last summer a choice collection of Democratic statesmen paid Atchison a visit and Mr. Orr started in to entertain them. He first rented a hall and employed two pugilists from over the river to entertain his guests with a knockout.

When the time came for the scrap to begin there was no second for one of them. "Jim Orr, Jim Orr," yelled the crowd when the master of ceremonies asked "if some gent would like to look after the fight." "I'll do it," said Mr. Orr.

Mr. Orr arose, took off his coat, rolled up his sleeves and unbuttoned his shirt. He then took a towel and wiped his face. "That was a great night," said one of Mr. Orr's friends. "It was so pleasing to the Democrats that they told their friends to look after the fight."

Mr. Orr has promised to give them during the coming state convention. "I'll do it," said Mr. Orr.

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## SICK AND DYING CURED IN A

## Most Wonderful Way.

Walking in the green in New Haven I was confronted by a tall, dark-eyed man whose face seemed familiar, yet I could not identify him. He was the picture of health and his large brown eyes seemed to fasten on me.

"I beg your pardon," he said, "but your face is familiar. May I ask your name?" "J. M. Bennett," I replied. A smile crept over his face and his eyes closed as though he were trying to think of something. "Another question, please. Where were you from Aug. 7 to 14, 1882?" "On the broad Atlantic ocean," I said. "En route for Europe."

"Where you on the French steamer La Gascogne?" he asked. "Yes," I said. "Then," he said slowly, "you are the man I am largely indebted to for saving my life."

"You interest me," I said, "for I did not know that I had a credit in this or any other world for saving a human life."

"You will remember," he said, "that I was on the evening of the 11th of August at the outbreak of the boat, you and I had a long talk. You said you were homesick and would be glad when you had gotten through with your business in Germany and could return home. I replied that I expected when I returned home it would be in a box, and that I wished that I was in the bottom of the furrow made in the water by the keel of our steamer."

"Then," I said, "you must be the tall, thin, sickly man, we called the 'Ghost.' The same man," he said, "and you will remember introducing me to Dr. R. C. Flower of Boston, a physician, who you said was the most wonderful specialist in the treatment and cure of